from our military operations. This was the provision of a vessel to convey the "Holy Carpet" and Moslem pilgrims to Jeddah for their annual pilgrimage to Mecca. The only ship which was at the moment readily available was an ex-German steamer. It was thought inadvisable to use a ship with a German name; so the vessel's name was solemnly changed for the occasion. Nothing untoward happened as a result of the change of name. Thus a superstition of the seas was confuted.

A further task for our shipping imposed by the War was that of bringing from abroad the raw materials for the manufacture of munitions and equipment. We also had the task of supplying our Allies by means of sea transport, both with munitions and raw materials for their manufacture, and with many articles of civil use which they had formerly been able to obtain overland from countries now at war with them, or in the case of France, from their own provinces now held by the enemy. Most of the coal and iron mines of France were in the hands of the enemy, and most of her coal and ore had therefore to be carried across the seas. France had the equivalent of over one million tons gross of British shipping set aside exclusively for her services, and 43 per cent. of her total imports were carried in British ships. Of her coal imports, 50 per cent., or 1,600,000 tons a month, was carried by British ships, and the bulk of her cereals.

Material for munitions and for Allies

In addition, by our practice of refusing bunker coal to vessels not serving the Allied cause, we forced over 400,000 tons gross of neutral tonnage into her service. Italy was during the War period deprived of supplies of coal and other commodities which she formerly